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NBAA OBJECTS TO AIRPORT RESTRICTIONS DURING OLYMPICS

National Business Aircraft Association has objected to restrictions on general aviation flights proposed by FAA during the 1984 Olympics in Los Angeles. In a letter to FAA Administrator J. Lynn Helms, NBAA President John Winant said he is "seriously concerned" about the agency's proposal to prohibit GA flights in and out of Los Angeles and Ontario International Airports next July and August *(BA, Nov. 28/169).*

Winant said such a prohibition "would be totally at odds with the equitable manner in which you and your predecessors have dealt in the past with constrained circumstances." He also charged that "the prohibition of general aviation from two specific airports will establish a precedent that would be extremely injurious to future growth and well-being of the aviation community. This restriction, if permitted, could serve as the precedent for future administrations seeking easy solutions for other air traffic congestion problems within the National Airspace System."

FAA has scheduled a hearing this Wednesday in Los Angeles on its Olympic traffic restrictions, where NBAA representatives will attempt to convince agency officials to modify their proposal.

LSI ATTEMPTING TO ACQUIRE BANGOR PUNTA STOCK

Board of directors of Bangor Punta Corp. may meet this week to consider the latest offer from Lear Siegler Inc. to acquire the outstanding stock of Bangor. LSI said last week it had purchased 1.5 million shares of Bangor's stock from James E. Stewart, chairman of Lone Star Industries and a member of Bangor Punta's board. That transaction, valued at $39 million, gave LSI control of 20 percent of Bangor's 7.2 million outstanding common shares. LSI Chairman Robert T. Campion also offered to acquire the remainder of Bangor's stock at the same $26 per share paid to Stewart.

Bangor announced a week ago that it was considering a merger proposal *(BA, Dec. 5/181),* but Bangor Chairman David Wallace said early this week that he would not recommend approval of the $26 per share offer to his board of directors. Following Wallace's rejection of the initial offer, LSI increased its offer for the remaining Bangor stock. Consideration of the improved offer had been set for a Bangor board meeting last Thursday, but that session was postponed "pending further developments." A Bangor spokesman said late Friday the meeting will not take place until this week at the earliest.

Bangor has reported profitable operations for its sailboat, handgun and agricultural operations, but the company's results have been severely impacted by the poor performance of Piper Aircraft *(BA, Nov. 28/172).* Lear Siegler, headquartered in Santa Monica, Calif., designs and builds a wide range of electronic and mechanical components for aerospace, surface and subsurface vehicles. In the most recent year, the company reported profits of $64 million on sales of $1.5 billion.

SPERRY TO RELOCATE CESSNA'S ARC DIVISION TO PHOENIX

Flight Systems Division of Sperry Corp., which is expected to sign a final agreement this week for the acquisition of Cessna Aircraft's ARC Avionics Division *(BA, Dec. 5/177),* plans to relocate the Cessna subsidiary from Boonton, N.J. to the Flight Systems Division headquarters in Phoenix, Ariz. A Sperry spokesman said the relocation will take place over the next six to eight months, Sperry said no decision has been

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – NOVEMBER UNIT SHIPMENTS

		Nov. 83	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	4	0
BE-C23	Sundowner	1	15	3
BE-C24R	Sierra	0	3	0
BE-F33A	Bonanza	1	15	2
BE-V35B	Bonanza	0	4	0
BE-A36	Bonanza	4	56	7
BE-B36TC	Bonanza	1	54	6
• Multi-Engine				
BE-b55	Baron	4	17	4
BE-E55	Baron	0	4	0
BE-58	Baron	3	32	6
BE-58TC	Baron	0	3	0
BE-58P	Baron	0	8	0
BE-76	Duchess	0	8	0
BE-860	Duke	0	8	0
BE-C99	Airliner	3	17	5
BE-C90-1	King Air	0	13	0
BE-F90-1	King Air	1	16	4
BE-B100	King Air	0	4	0
BE-200	Super King Air	5	56	6
BE-200C	Super King Air	1	14	1
BE-200T	Super King Air	0	1	0
TOTAL		24	352	44
Manufacturers net billing - $17,785,279				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	1	16	1
HS-748		1	8	2
BAe 146-100		0	5	1
BAe 146-200		0	2	0
HS-125-700	Model A	0	8	2
HS-125-700	Model B	0	9	0
TOTAL		2	48	6
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	1	9	2
BN-2T	Islander	0	2	0
Mark III	Trislander	0	2	1
TOTAL		1	13	3
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	13	0
CL-601	Challenger	2	11	5
TOTAL		2	24	5
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	159	1
CE-A152	Aerobat	0	8	1
CE-172	Skyhawk	12	209	18
CE-172	Cutlass	0	17*	0*
CE-172RG	Cutlass	5	53	9
CE-182	Skylane	5	77	12
CE-122	Turbo Skylane	0	16	0
CE-182RG	Skylane RG	1	30	4
CE-182RG	Turbo Skylane RG	0	18	0
CE-185	Skywagon	2	24	4
CE-U206	Stationair 6	3	62	6
CE-TU206	Turbo Stationair 6	1	49	2
CE-208	Stationair 8	0	6	0
CE-TU208	Turbo Stationair 8	0	5	1
CE-210	Centurion	0	22	3
CE-T210	Turbo Centurion	0	46	3
CE-P210	Pressurized Centurion	6	28	7
CE-188	AgHusky	0	17	0
CE-188	AgTruck	1	21	1
• Multi-Engine				
CE-303	Crusader	1	53	4
CE-335		0	1	0
CE-340		0	19*	0*
CE-402		2	20	4
CE-404	Titan	0	0	0
CE-414	Chancellor	0	9	0
CE-421	Golden Eagle	1	27	1
CE-425	Conquest I	4	32	6
CE-441	Conquest II	2	19	5
CE-500	Citation I	2	12	2
CE-550	Citation II	3	29	7
CE-650	Citation III	2	15	4

		Nov. 83	Cal. Year	Fisc.† Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	15	0
CE-F152	Aerobat	0	4	3
CE-F172	Skyhawk	0	19	1
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		53	1,141*	109*
Manufacturers net billing - $30,922,346				
* Figures reflect manufacturer buyback of one CE-172 Cutlass and one CE-340				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	1	0
AD-My.20	Falcon	1	4	1
AD-My.200	Falcon	1	7	1
AD-My.50	Falcon	0	12	0
TOTAL		2	24	2
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		0	7	1
DHC-7		2	5	2
TOTAL		2	12	3
EMBRAER				
• Single-Engine				
EMB-200		0	0	0
EMB-201	Ipanema	2	15	4
EMB-710	Carioca (PA-28-235 Dakota)	0	2	0
EMB-711	Corisco (PA-28RT-201 Arrow)	2	6	4
EMB-712	Tupi (PA-28-181 Archer II)	1	3	1
EMB-720	Minuano (PA-32-310 Saratoga)	0	3	0
EMB-721	Sertanejo(PA-32R-301 Saratoga)	0	3	0
• Multi-Engine				
EMB-110	Bandeirante	1	11	1
EMB-121	Xingu	1	2	1
EMB-810D	Seneca II	2	33	4
EMB-820	Chieftain	0	1	0
TOTAL		9	79	15
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	1	1
Merlin IV-C		1	8	1
Metro III		1	10	1
Expediter		0	12	5
TOTAL		2	31	8
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	5	0
LR-35A		0	4	0
LR-36A		0	2	0
LR-55		2	15	2
TOTAL		2	26	2
GULFSTREAM AEROSPACE				
• Single-Engine				
GR-164	Agcat	0	0	0
• Multi-Engine				
G-47	Cougar	0	0	0
GR-1159A	Gulfstream III	4	31	7
AE-840	Turbo Commander	1	6	1
AE-900	Commander 900	2	10	3
AE-980		0	0	0
AE-1000		1	12	2
TOTAL		8	59	13
Manufacturers net billing - $49,064,000				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	0	7	0
TOTAL		0	7	0

		Nov. 83	Cal. Year	Fisc.† Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		3	22	6
LA-250	Renegade	0	2	0
TOTAL		3	24	6
Manufacturers net billing - $345,431				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	1	0
M-5-200		0	1	1
M-5-235C	Lunar Rocket	0	6	2
M-6-235		0	25	0
TOTAL		0	33	3
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	1	1	1
TOTAL		1	1	1
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		2	7	2
Diamond		0	28	0
TOTAL		2	35	2
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	5	77	12
M-20K	231	13	56	18
TOTAL		18	133	30
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	0	0
PA-38-112	Tomahawk	1	11	1
PA-28-161	Warrior	15	113	24
PA-28-181	Archer II	10	79	17
PA-28-236	Dakota	2	22	2
PA-28RT-201	Arrow IV	0	1	0
PA-28RT-201T	Turbo Arrow IV	3	42	4
PA-32-301	Saratoga	2	20	2
PA-32-301T	Turbo Saratoga	1	8	2
PA-32R-301	Saratoga SP	3	22	5
PA-32R-301T	Turbo Saratoga SP	2	34	4
PA-46-310P	Malibu	4	4	4
PA-36-375	Pawnee Brave	0	10	0
• Multi-Engine				
PA-23-250	Aztec	0	0	0
PA-31-310	Navajo	0	3	0
PA-31-325	Navajo C/R	0	10	1
PA-31-350	Chieftain	2	29	3
PA-31P-350	Mojave	5	17	7
PA-31T-501T	Cheyenne I	0	6	2
PA-31T-501T	Cheyenne IA	2	4	2
PA-31T-620	Cheyenne II	0	6	0
PA-31T2-620	Cheyenne II XL	1	8	1
PA-42-720	Cheyenne III	0	9	0
PA-42-720	Cheyenne IIIA	1	4	2
PA-34-220T	Seneca III	11	83	17
PA-44-180	Seminole	0	3	0
PA-44-180T	Turbo Seminole	0	1	0
PA-600A	Aerostar	0	0	0
PA-601B	Aerostar	0	1	0
PA-601P	Aerostar	1	2	1
PA-602P	Aerostar	0	12	0
PA-T1020		0	6	4
PA-T1040		0	5	1
TOTAL		67*	576*	107*
Manufacturers net billing - $13,900,000				
* Figures include one PA-32RT-300T Turbo Lance delivery				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	0	0
Model 60		0	1	0
TOTAL		0	1	0
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		0	5	0
SD-3-60		3	23	4
TOTAL		3	29	4
SINGLE-ENGINE		114	1,646	209
MULTI-ENGINE		87	1,002	154
GRAND-TOTAL		201	2,647	363

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	November			Calendar Year to Date			Fiscal Year to Date †		
	1983	1982	1981	1983	1982	1981	1983	1982	1981
Beech	24	27	85	352	479	1,126	44	53	162
British Aerospace	2	2	2	48	25	29	6	4	5
Britten-Norman	1	1	3	13	14	31	3	2	6
Canadair	2	*	*	24	*	*	5	*	*
Cessna	53	95	346	1,141	2,005	4,347	109	202	593
Dassault	2	7	5	24	59	76	2	14	11
DeHavilland	2	*	*	12	*	*	3	*	*
Embraer	9(4)	13(3)	13(8)	79(28)	168(67)	181(70)	15(6)	20(10)	25(14)
Fairchild	2	5	11	31	36	67	8	6	18
Gates	2	8	13	26	84	118	2	13	24
Gulfstream	8	9	11	59	82	272	13	17	21
Israel	0	*	3	7	*	34	0	18	4
Lake	3	3	3	24	20	50	6	5	7
Maule	0	6	3	33	39	40	3	9	3
Maule Air Inc.	1	0	0	1	0	0	1	0	0
Mitsubishi	2	5	1	35	27	35	2	6	4
Mooney	18	17	20	133	168	316	30	31	45
Piper	67	83	142	576	941	2,334	107	165	308
Rockwell	0	0	1	1	2	37	0	0	3
Short	3	1	*	29	13	13	4	1	1
TOTAL	201	282	662	2,648	4,162	9,106	363	566	1,240

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal year October 1 - September 30.
* Figures not available.